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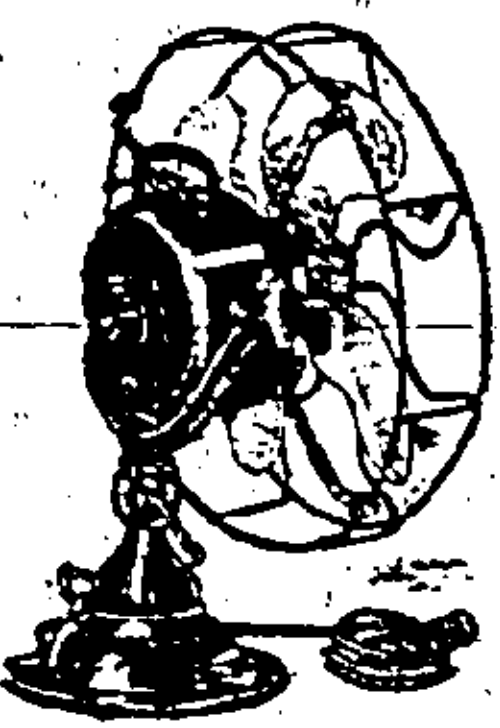
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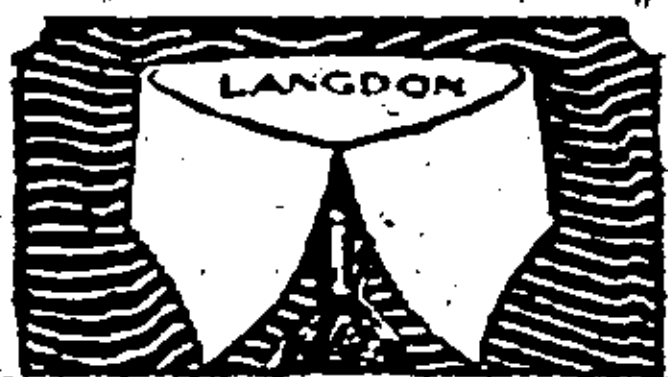
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TO-DAY'S CABLES.

(Reader's Service to the China Mail)

WAR WITH TURKEY.

SENSATIONAL LONDON RUMOURS.

NO ORDERS TO NAVY.

LONDON, June 8.

Some of the newspapers in London are giving prominence to a "war menace" in the Near East, and publishing reports of the imminent arrival of British warships at Constantinople to help the Greeks against the Turkish nationalists who recently adopted a strongly anti-British attitude, refusing to release British prisoners, and declaring that British ships would not be allowed to enter Turkish ports. They also executed a British Indian (who was trying to promote a Turco-British rapprochement) on a charge of espionage. It is authoritatively pointed out that the British government has not yet decided its attitude thereon, consequently no orders have been given to British warships to participate in operations against the Turkish nationalists.

DECONTROL HOME FARMER.

COUNTRY CANNOT AFFORD COST OF PROTECTION.

LONDON, June 8.

Sir A. Boscawen announced in Parliament that as the country was unable to afford the State's liability under the agriculture act, the policy of guaranteeing minimum prices for wheat and oats would be terminated at the earliest possible date. This involved repeal of the provisions of the Act relating to minimum wages and state control of cultivation. Guarantees would be given with regard to the wheat and oats harvest this year but as from a certain date after this harvest it was proposed to decontrol agriculture altogether.

UNEMPLOYMENT AT HOME.

GOVERNMENT CUTS DOLES.

TWO MILLION RECIPIENTS.

LONDON, June 8.

In the House of Commons, Mr. Macnamara introduced a bill amending the unemployment insurance act. He pointed out that two million men and women in the United Kingdom were wholly unemployed and millions more were on short time. The government was paying unemployment benefit at the rate of two millions sterling a week while the income from contributions was below £300,000. The insurance fund, which was 22½ millions sterling in March, was now only 8½ millions. Therefore the government was compelled to reduce the benefits as from July 4 to fifteen shillings for men and twelve shillings for women, and to increase the contributions. The estimated maximum liability of the Treasury under the readjusted scheme would be sixteen millions sterling, which would be repaid as things became normal.

EXPORTS CREDIT BILL.

DOES NOT AFFECT FAR EAST.

BUT MAY BE EXTENDED.

LONDON, June 8.

In the House of Commons the Exports Credit Bill was read a second time. Mr. George explained that the bill gave the Board of Trade power to extend the original act to the British Empire and mandated territories, though at present the scheme was not extended to India or the British possessions in the Far East.

THE AUSTRALIANS AT BRISTOL.

BIG BATTING PERFORMANCE.

BRISTOL, June 8.

Seven thousand people attended. The weather was dull and the pitch fast, suiting the batsmen, although rain interfered towards the end. The Australians scored 421 for three, Mayne contributing 79, Bardsley 132 (including seventeen fours) and Macartney 149. Bardsley is described as a "brilliant" innings, while Macartney hit freely and scored many boundaries.

SIN FEE IN ENGLAND.

TELEGRAPH WIRES CUT.

LONDON, June 8.

Four suspected wirecutters were arrested near Birkenhead after a pistol fight with the police.

REBELS IN A GATEACRE WOOD.

LONDON, June 8.

The wirecutters were surrounded in a wood near Gateacre all night but escaped at daybreak.

WAR OFFENDERS.

BELGIUM'S FIRST CASE ON.

THE GERMAN TRIALS.

LEIPZIG, June 8.

The trial has opened of the first case on Belgium's list. A student named Max Randoth, a German secret military policeman in Belgium, is charged with unjustifiable arrests.

MEXICO TAKES PETROL.

HEAVIER EXPORT DUTIES.

MEXICO CITY, June 8.

President Obregon is increasing the export taxes on petroleum by an average of 25 per centum, the proceeds to be devoted to the liquidation of Mexico's foreign debt.

THE DOLLAR.

To-day's closing rate 2/6 5/8
To-day's opening rate 2/6 5/8

SPECIAL CABLES.

STEAMERS COLLIDE.

ONE MAN MISSING.

MIDNIGHT COLLISION IN STRAITS
OF MALACCA.

[China Mail Special.]

SINGAPORE, June 8.

At midnight the "Yokohama Maru" and the "Indo Maru" had a collision in the Straits of Malacca five miles from Tohor Light. The "Indo Maru" was beached. The "Yokohama Maru" is coming on to Singapore with the crews and passengers. One man is missing from the "Indo Maru."

The local office of the Osaka Shosen Kaisha has received the following cable from its Singapore office: "Indo Maru, collided with 'Yokohama Maru' at midnight on June 7 five miles off Tohor Light in the Straits of Malacca. The steamer probably may be brought back to Singapore by tugboat."

The damage to cargo has not yet been estimated and the future movements of the steamer are not known.

The "Indo Maru," an Osaka Shosen Kaisha boat on the Japan-Bombay run, left Hongkong for Bombay via Singapore, on May 27 with some passengers and general cargo. The local office of the Osaka Shosen Kaisha has no information about the man reported in the cable from our Singapore correspondent to be missing from the "Indo Maru." The Nippon Yusen Kaisha, owners of the "Yokohama Maru," had received no advices from Singapore this evening regarding the collision. "Yokohama Maru" was on the return voyage from London. She was due in Hongkong on June 12.

The "Indo Maru," formerly the "Indrapura," is a steamer of 4,984 tons, registered at Osaka. She was built at Glasgow in 1897 by C. Connell & Co.

The "Yokohama Maru," a twin screw steamer of 6,147 tons registered at Tokyo was built for the Nippon Yusen Kaisha by the Mitsui Bishi Dockyard and Engineering Company, Nagasaki. Both vessels are fitted with wireless.

INTERPORT TENNIS.

HONGKONG BEATS SHANGHAI.

NORTHERN PLAYERS "OUTPLAYED."

SHANGHAI, June 9.

Hongkong won the interport tennis doubles, winning three straight sets. Shanghai was outplayed absolutely. Ng Sze Kwong and M. W. Ho of Hongkong beat Pot and Mansel Smith of Shanghai 7-5, 6-4, 8-6.

ABORTIVE SHANGHAI STRIKE.

ORGANIZER, QUITS.

IS HE A BOLSHEVIEK HIRLING?

SHANGHAI, June 9.

Following the desertion of the leaders, the carpenters' and masons' strike has collapsed on the eve of the dragon boat festival. The men are bitter against Wong Kung Sung, the organizer of the strike, who is believed to be a Bolsheviek agent. Search is proceeding to locate his whereabouts.

OBITUARY.

MR. CHARLES CHING.

The death occurred yesterday at the residence of his son in Kowloon of Mr. Charles Ching of Sha Tau Kok. Mr. Ching, who was 72 years of age and has long been in failing health, returned about five years ago from Australia where he had lived for about 40 years. Four children survive him—one son and daughter in Hongkong, a daughter in Canton and another in Australia.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Druggists.

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BIRTHS.

MITCHELL.—On June 8, at the Matilda Hospital, to Dr. and Mrs. I. E. Mitchell a daughter.

HABECOST.—On June 2, at Shanghai, to Mr. and Mrs. Alexander Habecost, a daughter, (Rachel Susan Rebecca).

SMITH.—On May 26, 1921, at Hankow, to Mr. and Mrs. Donald L. Smith, a son.

DEATH.

McDOUGAL.—On May 15, 1921, at Seorabaiya, Daniel McDougal, Chief Engineer, a.s. "Nancy Miller," aged 57 years. A native of Dumbarton, Scotland.

The China Mail.

TELETYPE, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, JUNE 9, 1921.

SHIPS OFFICERS AND SMUGGLERS.

There may be ships officers on our coast who are smugglers, but there are more who detect them as a nuisance. They increase work and responsibility. Some recent magisterial remarks about "neglect" by engineers (in connection with a smuggling case) are, we understand, to be queried by the Guild. Meanwhile, there are a few points which require airing, and one or two things that should be done. If, for instance, on the occasions when a run of opium is discovered, not uncommon for Chinese engineers to "desert." That looks as if Chinese engineers do not get proper discharge papers issued to them, or how could they get another ship? It is said that in one case the third engineer was actually reported to the Harbour Office as a deserter, and

yet was signed on as second on a ship lying on the other side of the same wharf! Such cases as that should not be possible. We are all the more disposed to suspect irregularity regarding discharges in the cases of Chinese sailors, because we know that at Hongkong there is some slackness over the discharges of white officers. Singapore is much more strict, following the Home regulations. Now, it is clearly to the interest of the authorities, and also of the owners (who are fined for what their crews do) to thwart the smugglers in every possible way. More strictness in the matter of discharge papers would thwart a lot of them. Another point. On some of the local steamers, owing to past piracy, there are armed guards. These men are actually police, on the police pay roll, the owners paying, we understand, direct to the Police Department, which retains disciplinary control over these men. They are there to prevent arms smuggling. Why should they not watch for opium as well? To put all the onus of prevention on ships officers, who have their own work to do, is not fair, either to them, to the owners, or to the public. But as an immediate, practical suggestion, who is likely to object to a new regime of strictness as regards discharges, making it impossible for a man to sign on a ship till he can show fair quitance from his last one?

OUR LOCAL COAL STRIKE.

We have nearly had a 1x1 coal strike, not of coal miners, but of the indispensable coolies who load and unload ships. These drudges have at last got a Guild, or Trade Union, and have rebelled against a rate of pay which has shocked everybody who heard it mentioned. It is gratifying to hear that a settlement has been reached without a strike, and that the men are to be better

treated as regards pay and conditions. But the report in the *Daily Press* yesterday morning was very confusing as regards figures. The coolies who work regularly on the basis of a monthly wage are to have \$19 instead of \$15. They had asked \$19. Presumably the employers are congratulating themselves on a saving of fifty cents per man as a result of their haggling negotiations—a sort of moral victory for the principle of never giving enough to content a worker. The figures we find confusing are those now to be contrasted with these. The "casual" coolies, presumably a sort of reserve force of labour, were getting only 13 cents an hour, and are now to have 26, an increase of 100 per cent. They must have been grossly underpaid at the former rate, and part of the increase ought by right to be retrospective! Or why give them so much more now. If they work only 120 hours a month, they get more than twice as much as their regularly employed colleagues, or \$31.20! The real grievance was we understood it was that casuals taken from the street were getting more than the professionals. Another puzzling announcement in connection with the settlement is that the employers wanted the casual coolies to work up to 6 p.m. instead of knocking off at 4 o'clock as now, and that a "compromise" was reached. This was that winchmen and others whose work makes no excessive strain on their physical energy will work until five, while the others whose physical labour is continuous will finish at four. It is not explained what use the winchmen can be after the coolies have stopped. There are further complications in the way of a food allowance of five cents which the employers are to contribute, and concessions as regards rest spells. Also a peculiar sliding scale of hours that is not mentioned. These leave the public very much in the dark as to the real effect of the settlement, but that cannot matter so long as the men know what they are getting, and are satisfied.

CABBAGES AND KINGS.

Guatemala, Salvador, Honduras and Costa Rica, central American countries lying between Mexico and Panama, have federated into one Republic. Nicaragua holds aloof, but is benevolent, and may join later. The new republic will be known as Federated Central America, and be under one president. Each State as the former countries are: now regarded, elects Federal Councillors for a five year term, and the Federal Council so constituted will choose a president and vice-president annually. The Federation will refuse to recognize any federated State whose Head has come into power through a revolution. So an end is promised to the ceaseless revolutions for which this part of the world was famous, and no new O. Henry will be able to get thence that sort of material for that sort of story. It will be seen that the Federation of Central America has a constitution somewhat on U.S.A. lines, but with the important modifications already mentioned. Foreign treaties made by the separate states in the past will be respected. The Government is to be republican, popular, representative, and responsible—so that we in Hongkong cannot afford to indulge in any sneer at it, even if we felt so disposed.

LOCAL AND GENERAL.

The approaching wedding is announced of Mr. J. A. Gonzales, of 31 Austin Road, to Miss C. M. Rozario.

Rescued from the water near Blake Pier yesterday afternoon by an Indian constable an unknown Chinese woman died soon after being dragged into safety. Her remains were removed to the public mortuary. The case is thought to be one of suicide.

Mr. G. H. Davis, manager of Messrs. Kelly & Walsh, Yokohama, with Mrs. Davis and their two children left on the steamer "Persia Maru" for Victoria en route to England on furlough. Mr. Davis is expected to return to Yokohama about the end of the year.

General Wood is touring among the aborigines, and from every place where he stays it is telegraphed that the natives show no desire for self-government. This is quite after the approved method. In one out-of-the-way place the General's motor-car fell into a river, and General Wood hauled on the rope with which it was dragged out.

A private letter received in Kobe from Poland says that the Polish currency is now the lowest of all currencies existing. Even the Russian rouble, which to people here in Japan seems to be almost valueless, is in Poland regarded with respect. The exchange was, in March, 180 roubles for 900 Polish marks. An English pound is worth well over 10,000 marks. Such is the result of militarism in Poland.

LOCAL AND GENERAL.

Madam Schanzman Heinek, the famous vocalist, arrived by the a.s. "Montezuma" yesterday.

According to the Hankow *Sie Wan Pao* the three Marshalls in their departure from Peking have taken away with them cash and National Bonds to a value of nearly \$10,000,000.

A huge brass incense burner, worth more than \$10,000, which was presented to Mr. Hsu Yuan, Commissioner of Foreign Affairs, by the Honan people prior to his coming to Shanghai last year, was stolen from the Bureau of Foreign Affairs on Tuesday. Nothing else was found missing.

The fall of the three airplanes causing the death of one pilot and the injury of the other two will be regarded by Omotokyo fanatics as confirming evidence of the sect oracles that the gods of Omotokyo forbid the flight of aircraft over the holy precincts of the religion's headquarters, says the *Japan Advertiser*.

A telegram has just been received stating that Mr. Jose R. d'Oliveira, late Consul-General for Portugal in Shanghai, has been transferred to the Portuguese Legation in Berne, Switzerland, at the expiration of his leave of absence. Mr. d'Oliveira during his stay in Shanghai, despite the unpropitious commencement of his term there where he was shot at by one of his nationals, proved himself a most able official and made a large circle of friends who will rejoice in his promotion.

So another of Mr. H. G. Wells' forecasts has come true, remarks a writer in the London *Daily News*. It will be remembered that in "When the Sleeper Wakes" there were machines which bawled out the news of the day for the edification of London crowds. Now we have the so-called "stentophone," whose admonitions are at present confined to "Pass along, please," and such-like adjurations. But will it stop here! Skysigns have one merit—they make no noise—but shall we soon have the virtues of somebody's beer or pills shouted at us as we wait in a traffic block in Piccadilly-circus? I fancy the police will have something to say to it.

With the close of the Far Eastern Olympiad one of the most remarkable, if not actually the most remarkable, gatherings of its kind that has ever taken place in Shanghai, or, for that matter, in the Far East, will be a thing of the past, says the *Shanghai Times*. The interest taken in the games has exceeded all expectations and certainly augurs well for the healthy condition of sport in its various branches in China and the Far East generally. Many of the display have been of a high class order and worthy of comparison with anything of the kind in any part of the world. It is a good and a hopeful sign that athletics evince so much interest in the Far East. All honour to those who have taken part and to those who have so successfully conducted so gigantic an undertaking.

"A GOOD HIDING."

SMALL APPRENTICE BEATEN.

MAGISTRATE HOLDS CUSTOM CONDONED PRACTICE.

That the beating of erring apprentices is "a custom of the country" was again asserted at the Magistracy this morning when the Chinese youth employed by a Chinese printing establishment in Third Street, West Point, as again brought before Magistrate Orme on a charge of having beaten a boy apprentice with a cane, causing severe injuries.

Inspector Appleton reported that the master of the shop still could not be found. He had referred the lads to the S.C.A. who had referred them back to the Court. The Inspector added that it appeared the small boy had been well fed and cared for, but of course, that did not excuse the rough treatment he had received at the hands of the defendant.

The Magistrate: The trouble is that we must abide by the custom of the country. Look back into our own lives. A hundred years ago, such a thing was looked upon as nothing at all.

Inspector Appleton: Yes, but I would be failing in my duty if I did not bring the case to Court. The Magistrate: I quite appreciate that. The whole difficulty is the question of custom. A hundred years ago, for instance, it was our practice to skin wels alive, and no one thought anything of it. Now it is considered cruel. The Chinese are less advanced in such matters, and still follow many old customs.

Inspector Appleton: I leave it to your Worship. I have done my share. Addressing the defendant, the Magistrate said: You have a right to chastise the boy, but not so severely. According to our custom it is not right to hit a person on the head. I don't know if it is the Chinese custom, but in any case, don't do it again. This time I will fine you \$3 with a caution.

TRADE DEPRESSION.

GREET THE UNSEEN WITH A CHEER.

THE DANGER OF DESPONDENCY.

Mr. W. J. Noble, Late President of the Chamber of Shipping of United Kingdom writes in the *Journal of Commerce*.

In these days of trade depression nothing is more necessary than confidence, confidence in ourselves and confidence in the future of our country. A few months ago we were a nation of optimists. Now, forgetting the obvious consequence which a policy of pessimism is bound to bring with it, we are indulging in an orgy of gloom.

What a difference one short year has made in our outlook! In the early months of 1920 trade was booming. Wages were high, profits were good, orders were coming in faster than we could fulfil them. Our prosperity seemed assured, and we were happy.

To-day the reverse is the case. Wages are coming down. Profits have in many cases disappeared. Orders have to be anxiously sought for, and we go about with long faces in the process. We are suffering from an attack of that most deadly of all diseases which can attack a commercial people—"cold feet."

AN OBSTACLE TO PROGRESS.

Now, while I admit that the unreasoning optimism is as great a hindrance in business as he is an unmitigated nuisance in private life, I hold very strongly that the present wave of pessimism is a very real obstacle to our progress. My own view is that the only safe course is to forget the thorough-going optimism of last year, to ignore the equally thorough-going pessimism of to-day, and to seek guidance from a sober investigation of the facts of the industrial situation as it develops from day to day.

Such study gives good ground, I believe, for striking a note of reasoned confidence in the future, chastened, it may be, but sound.

Let me take the case of the industry with which I am myself associated—the shipping industry. In no case does the gloom seem more intense. We have been told, and told by men whose words carry weight in all shipping circles, that since the end of the war there has been over-production in the various branches of the industry, and at the moment the fact undoubtedly is that there is more tonnage available than the world actually needs.

But the conclusion I draw from that is not that the industry has by its own action, brought about the present slump, but that the enormous reduction in normal overseas trade has inevitably affected the industry. With the great interdependence of all industrial undertakings no one branch of our national life can suffer without causing disturbance in all the others with which it is associated.

"COLD FEET."

As a matter of fact, so far from the increase in the ordinary mercantile marine being excessive, it is really short of what it would normally have been by seven million tons or thereabouts. This fact of itself gives cause for hope. At the moment, it is true, shipbuilding has come to a sudden end, and for some time the number of new bottoms laid down is likely to be small. But, and this is the point I should like to emphasize as trade is resumed on a normal scale, it will bring prosperity with it to the shipowner and the shipbuilder. We are in a position to-day to take advantage at once of any sign of trade recovery, and as soon as world conditions become more stable shipping will be able to take care of itself.

I have no fear for the future, provided we get over our present attack of "cold feet." We need the long view to-day more than at any other time in the whole course of our history. For then, indeed, we shall be prepared to "greet the unseen with a cheer," confident in our ability to win.

PAINFUL ACCIDENT.

BOY FALLS ON RUSTY SPIKE.

ARM FIERCED.

Surprised by a constable while sitting with several other urchins on the window ledge of the New Victoria Cinema Theatre, whence it was possible to get a glimpse of the performance, a 16-year old Chinese boy made a leap for freedom. On landing on the ground, he stumbled and fell heavily on an iron fence with the result that his left arm was transfixed by one of the sharp spikes. He was removed to the Government Civil Hospital unconscious. As the spike was in a very rusty condition blood poisoning is feared. It may be necessary therefore to amputate his arm to save his life.

AMERICA'S SHIPPING.

HOW IT WAS BUILT UP.

A TREMENDOUS TASK.

The story of America's new merchant marine, as told by Mr. Edward N. Hurley, formerly chairman of the United States Shipping Board, has just been published in the Century Foreign Trade series, by Messrs. Gay and Hancock, Limited. The building up of that marine is the biggest effort of the kind the world has seen, and whatever the outcome is its history will probably be valuable for all time in the eyes of shipowners, politicians, and economists generally. The new marine is handicapped to some extent by the fact that ships had to be built hurriedly during the war, and many of them cannot be used profitably in overseas trade in competition with British and other ships which would be pitted against them. Mr. Hurley maintains, however, that a great part of the fleet is first rate, and that American steamship companies could make money by using it, if they would try, despite the fact that they have had little or no experience of management. It is not their interests, however, that he is thinking most of; the full employment of the great war-time industrial plant under peace conditions is his chief concern.

He sees that it is not good for American industry to be more dependent upon foreign than upon home shipping, and is anxious that the people should take the view that American goods must always be carried in American bottoms. He goes so far, indeed, as to insist that both imports and exports should be treated as American from this point of view, meaning thereby that hardly a solitary ship from another country should ever have business in American waters. This, of course, is absurd, and we do not think the American people can be cajoled into adopting so extreme a view. Mr. Hurley says himself: "Up to the early part of 1920, when this is written, American ships frequently sailed abroad half loaded and almost invariably returned empty, while foreign vessels plying the same routes always sailed from American ports with full cargoes and usually had something in their holds on the inbound voyage." We have no doubt that that was the case, and what is more, it is likely, we think, to continue for some years, if not permanently. Existing shipping interests are not easily ousted, especially by inexperienced managers, and when imports are largely shut out by tariff barriers, which compel American ships to make many return voyages in ballast, the outlook is worse still.

OTHER AMERICAN HANDICAPS.

Mr. Hurley says that one of the most difficult tasks in which he ever participated was the effort to convince American steamship men that it is possible to operate ships under the American flag in competition with those of other nations. This, he tells us, was not because they were dense but because the industry has always been fast in the iron grasp of tradition. "For 50 odd years it has been an accepted fact that one of the chief reasons why the American flag has not returned to the ocean is the higher rate of wages paid to American seamen. When the Shipping Board pointed out that the wage and subsistence items combined never constituted more than 12 per cent of the operating costs of a steamer, the attitude of the steamship men did not change in the least." They knew, of course, that high wages were not the only handicap. "We have had the same experience (Mr. Hurley continues) in dealing with the blanket complaints against the navigation laws of the United States. Until the middle of 1919 the tonnage measurement rules, the provisions for seamen's quarters, and the regulations for lifeboat equipment, and the regulations of the Steamboat Inspection Service were all alleged to impose obligations that rendered the profitable operation of American-flag ships impossible. I do not undertake to say that our navigation laws cannot be improved upon, but I do feel sure that the sweeping charges that have been made against them, but never substantiated, have derived most of their momentum from tradition." Mr. Hurley points out that American steamship men adhere to their demands for a Government subsidy in one form or another, and says that this is one of the things that the modernisation of the business and the infusion of new blood must change, as no progress can be made by persons who continually wall that they cannot compete. It is probably true that shipowners, like other American business men, are too prone to look for Government help, but it can, at least be said that they know as well as Mr. Hurley, if not better, where the shoe pinches. Here is a pertinent fact which Mr. Hurley himself cites: "Imports of foreign merchandise into the United States during 1919 aggregated \$3,000 millions, and were the largest in our history, both in

"UNQUESTIONABLY OUTCLASSED."

HONGKONG CRICKETERS DEFEAT.

INTERVIEW WITH CAPTAIN.

HOPE FOR THE FUTURE.

"Nothing short of a miracle would have enabled us to beat them," declared Mr. G. R. Sayer, captain of the Hongkong cricket team which has just returned from playing at Shanghai, when discussing the tour with a *China Mail* reporter to-day.

"We were unquestionably outclassed," Mr. Sayer went on to say "and we would have needed a very big slice of luck indeed in order to have won the match. It would, however, have made big difference in our favour if we had won the toss. Shanghai were fortunate in striking the top of their form right at the beginning of their cricketing season—our team, on the other hand, had played through the season here and went upon to Shanghai feeling if anything, a little bit stale.

A feature of the match at Shanghai, according to Mr. Sayer, was the batting of Captain Barrett who, he said, gave an absolutely faultless display. Hongkong's fielding on the first day of the match was, he declared, excellent.

Mr. Sayer paid a warm tribute to the arrangements made in Shanghai for the team's comfort and entertainment. Shanghai, lived up to its reputation for hospitality and they had a thoroughly enjoyable time. As soon as the team arrived they were dined, by way, Mr. Sayer said, of an "ice-breaker," and after that there were more dinners and concerts and theatre parties.

Asked for his views as to the future of Hongkong cricket, Mr. Sayer expressed the belief that the outlook was quite bright. The team which played at Shanghai was, he pointed out, a comparatively young side and he took that as a very hopeful sign. Their experience at Shanghai would prove of very great benefit and he considered that in the course of two or three seasons they would develop into a strong combination.

IMPUDENT ROBBERY.

EUROPEAN FLAT ENTERED.

HUMPHREYS' BUILDING INCIDENT.

An impudent robbery is reported by an amah employed at No. 11, Humphreys Buildings, who has informed the police that when she opened the front door in answer to a knock about 5 p.m. yesterday four men rushed in. Two of them seized her by the neck and pressed her face downwards on the floor while the others stole her gold ring. In answer to her cries of "safe life," the boy made his appearance, but was promptly seized and also robbed of a ring. All four men then ran out into the street and made off. The property stolen was valued together at \$20.

WHY

DOES HOT WATER CLEAN THINGS BETTER THAN COLD?

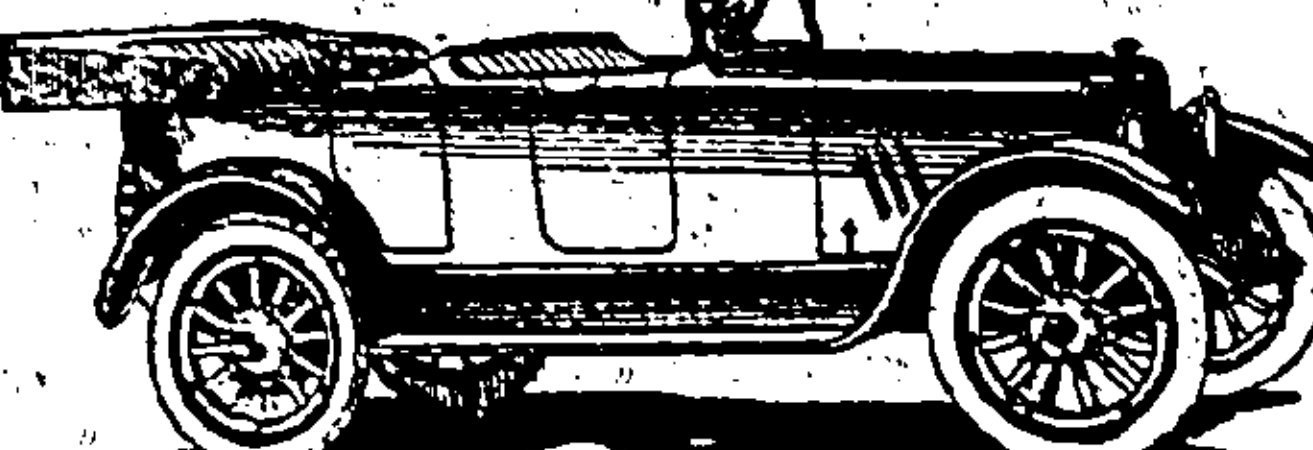
If the object which we desire to clean is soiled with a substance which contains no oil or fat—such as ordinary dust or dirt accumulated from the yard—we will find that cold water will cleanse it just as well as hot, for in this case the temperature of the water has no effect upon its ability to flush loose the particles of dirt. But the moment we attempt to wash anything greasy, such as the dinner dishes or even our hands on which there is always a minute deposit of oil from the skin, we will find that hot water will work far better than cold. The difference, therefore, lies not in the degree of heat in the water itself, but in the character of the dirt which we are attempting to eradicate. Hot water turns solid fats and oils into a liquid, which is easy to wash away, while cold water merely solidifies these substances, and makes them adhere more closely than ever. As the great majority of dirt is of a greasy nature, whether on account of the oil which it contains or the bodily secretion with which it is mixed, hot water will be found more efficacious in at least ninety per cent, of the cases.

Three cases of plague (one fatal), one case of diphtheria, one fatal case of small pox, and one case of paratyphoid fever, all Chinese, were reported yesterday.

value and volume. In so far as imports from Europe are concerned almost 90 per cent. of them came on board vessels flying the British, Dutch, French, and Belgian flags. That cannot be explained away as accidental or due to American supineness.

MERCURY MOTOR CAR CO.
HONGKONG.

58-61 Des Voeux Road Central.



ODDS AND ENDS.
MAINLY SCISSORS LOOT.

Money in Cricket.

Although no official announcement has been made by the Board of Control or the Victorian Cricket Association about the financial result of the recent visit of the English cricket team, says a Melbourne correspondent, it is understood that the visitors made a profit of £7,000 to £8,000. The English team's total share of receipts was thus between £22,000 and £23,000, out of which their expenses had to be paid. The amount to be divided between the various Australian associations and the Board of Control will, however, be considerably greater.

Up-to-date Phones.

An automatic telephone system, said to be the last word in the business, is being installed at Fleetwood, which is the first town in England to have this innovation. At Stockholm the system is working with remarkable efficiency. Its great features are extreme technical simplicity and speed and as all its functions are automatic no assistants are required at the exchange. A subscriber will know immediately whether he can get the call he requires. If the line is engaged he will receive a signal by a high sounding note in the receiver. An arrangement actuated on the thermostat principle will automatically record faults, and the nature of the faults will be indicated by coloured lights.

Clubland

A combined club for both sexes which has been started at Erdington, a Birmingham suburb, puts to the proof a question which has long been debated by social and religious leaders. It is found that the mixed club is a real and practicable remedy for "the starved social life" to which so many communities are said to be doomed. The Erdington experiment may be expected to lead to a notable development in the work of the Y.M.C.A. and its sister organization, the Y.W.C.A. The clubhouse is a commodious hut with accommodation on the one hand for women and on the other for men. Connecting both is a common reception room, where the sexes can meet as freely as they choose.

Pink-eye Lure.

One of the oddest freaks of the market ever known is troubling growers of potatoes and is the talk of half Lincolnshire and other places where potatoes flourish. Consumers in London insist on being supplied with the variety of potato known as "King Edward" that every other variety is almost unsaleable. The difference of price between the popular "King Edward" and others has been as much as £11 a ton to £10s. a ton, and the cheaper sorts are to-day hardly saleable at that. Though the "King Edward" is a splendid variety it is no better on the table than scores of other sorts. This householders' insistence on "King Edward" is largely due, according to some of the biggest growers, to the potato's possession of a most obvious and characteristic pink eye. It is therefore almost the only variety that all buyers, however amateur, can recognize. The knowledge pleases them and they insist with one accord on having their pink eye, whatever the difference of price.

How Have the Mighty—

The great wooden statue of Hindenburg, erected during the war at the end of Berlin's Avenue of Victory is being offered for sale as firewood. The idea was to cover this statue with a coating of iron nails, and for the privilege of driving in a nail a small charge was made for the benefit of war charities. The people, however, tired of the business and the statue was never completely covered. The grim, ungainly effigy rusted and rotted. When all the other war idols fell in the days of defeat and revolution in November, 1918, the revolutionaries had not the heart to pull down the Hindenburg statue. But a year ago it was quietly removed. No one knew what had become of it, but now an advertisement has appeared in the papers in Berlin offering for sale the whole statue or a part as firewood.

GENERAL ITEMS.

Started by two little boys while lighting cigarettes, a fire destroyed eight acres of gorse and underwood near Aldershot.

The sum of £10,000, a record on the British side of the Atlantic, has just been paid for Hedges Second Series, a British Friestian bull.

An electric-light bulb in good condition was included in a haul of fish made off Beachy Head by the Ramsgate steam trawler "Olival."

Medical students dressed in white formed an arch with thigh-bones under which a newly married couple walked as they left a Wesleyan church at Bristol.

An admiral and brigadier-general are among the 500 applicants for the secretaryship of the Shropshire Orthopedic Hospital at a salary of £400 and a house.

Because the managers refuse to appoint the senior assistant as headmaster, the boys at the Wrexham national school have come out on strike for the second time.

Urging his clergy to play tennis, the Bishop of Birmingham suggested that they should also learn something of the mysteries of golf, which tried the temper and tested character.

Experiments were made with an aeroplane at Croydon aerodrome to test the new lighting arrangements which have been established with the idea of an eventual Continental night service.

The body of a man buried thirty years ago has been exhumed at Tipton, near Dudley, in order that it may be placed in the same grave as his widow at Alderley Edge, near Manchester.

About 265,000 employees of the State are in receipt of war bonuses, the Secretary of the Treasury stated in Parliament which increases their basic salaries of £36,000,000 to £45,000,000.

After watching in a village churchyard near Aldershot for some hours, because of stories of the appearance of a ghost, a policeman found that the nocturnal visitor was the sexton's grey horse.

When a tramway-car running from Oldham to Hyde jumped the rails and ran into a dwelling-house, a passenger who had unsuccessfully tried to get out at the stopping place was landed at his own door.

Opening his morning newspaper, M. Jean Huerbein, a motor mechanic at Verviers, found that he had won one of the three 1,000,000 francs (£10,000 nominal) prizes in the Belgian lottery for the devastated regions.

A Bill has been introduced in the House of Commons by Lieut.-Colonel Arthur Murray to ensure that no rabbit coursing takes place in Scotland except in circumstances where the animals are given a reasonable chance of escape.

DRAGON BOAT DAY.

Messrs. Ah King, Koon Tai, and other philanthropic Chinese are having this season's dragon boat races over at Yumai, as the tidal current at North Point, where the races took place last year, was found much too strong. Seats and matsheds are up, and the proceeds all go to charity.

Having completed thirty years' service with the China Navigation Company Captain Pennefather, one of the best known and best liked skippers on the China coast, has retired on pension and will return to his home in Ireland. Latterly the Captain has been engaged on the Hongkong-Bangkok run but for many years he was on the old "Kaifong" trading between Hongkong and Manila.

TO-DAY'S CABLES.

(Ruter's Service to the China Mail)

AMERICAN WAR SECRETARY.

HIS IDEAS ON DISARMAMENT.

WAR WITH BRITAIN UNTHINKABLE; BUT THERE ARE OTHERS.

New York, June 9.

Mr. Weeks, Secretary for War, addressing graduates at the university declared that he abhorred war but for America to be the first to disarm would be the height of folly. Feverish military preparations were proceeding among those with whom America might possibly come in contact. He refused to give a moment's consideration to the possibility of war between America and Britain, remarking that "such a conflict would end civilisation."

TENNIS SURPRISE.

AMERICAN BEATS SHIMIDZU.

LONDON, June 9.

Yesterday's surprise in the third round at Beckenham was furnished by Shimidzu who was beaten by the American Hunter 62, 62. In the men's doubles second round Shimidzu and Hunter beat the Fyzees 6-3, 9-7. In the mixed doubles first round Shimidzu and Miss Hawkins won the match.

ADMIRAL SIMS OUTSPOKEN.

FUROR IN POLITICAL CIRCLES AT WASHINGTON.

LONDON, June 9.

An outspoken speech by Admiral Sims at a banquet in London this week attacking Irish-Americans and Sinn Fein propaganda has caused a furor in political circles at Washington. Mr. Denby, the Secretary of the Navy, has cabled Admiral Sims expressing amazement and requesting him immediately to cable if correctly quoted.

WESTRALIA GETS WIRELESS.

A 12,000 MILE RECEIVER.

PERTH, W.A., June 8.

A wireless receiving apparatus with a capacity of 12,500 miles has been erected at the observatory.

POLICE COURT INCIDENT.

DEFENDANT FAINTS IN DOCK.

"SHOCKED AT THE LIES TOLD BY A WITNESS."

Hearing of the case in which opium was alleged to have been concealed in a false table top was begun before Magistrate Orme this morning when five Chinese were charged with unlawful possession at No. 92, Wellington Street of 90 taels of raw non-Government opium.

Mr. A. E. Hall, for the defence, entered a plea of "not guilty." Chief Preventive Officer Watt said that he found the defendants on the premises. He also found ten packets of opium concealed in the false top of a table. In the false drawer of a cabinet he found another large parcel of opium. On a writing table he found a set of scales similar to those used for weighing opium pots. In the writing table he found \$1,200 in notes. On a dressing table were two knives covered with opium. Further search brought to light a large parcel of scales. Some visiting cards found in the writing table bore the name of Lau Ngo Kee whose residence was given as 92, Wellington street, and business address as Tsun On Co., 31, Temple Street, Yumai.

By Mr. Hall: No one claimed the money seized by the witness, but the witness heard No. 1 say to No. 2 "Look after the money." It was in consequence of this that the witness seized the money.

Lee Tai Wai, shroff of Messrs. Gibb, Livingstone and Co., agents of the second floor, said the rent of the second floor was sometimes paid by second defendant and sometimes by fourth defendant.

By the Magistrate: The witness did not know on whose behalf the money was paid.

By Mr. Hall: Now I paid the rent on the 3rd moon of this year. That was the last occasion the witness went to the house to collect rent.

By Inspector Watt: The rents of both the first and second floors of the house were collected on the second floor. Once last year, No. 1 paid the rent of the first floor.

At this juncture a sensation was caused by the fourth defendant unexpectedly fainting in the dock. When he came to a couple of minutes afterwards, the Magistrate enquired: "Are you alright now?"

The defendant: I was so shocked by the lies the witness had been saying, that I could not help fainting! The case is proceeding.

KINEMA NOTES.

HONGKONG THEATRE.

The new programme for the week gives a magnificent drama in six splendid parts, written by Sir Gilbert Parker—"The Judgment House." Gaumont Graphic depicts very interesting pictures of recent events. The programme is completed by a comedy.

RUSSIAN OPERA CO.

A FURTHER POSTPONEMENT.

NO PERFORMANCE TO-NIGHT.

The Russian Light Opera and Orette Company, which was to have commenced its Hongkong season in the Theatre Royal this evening has again had to make an unavoidable postponement owing to unforeseen circumstances. The members of the Company had arranged to leave Shanghai on the "Montezale," which arrived here yesterday morning, but at the last moment the Russian Consul requested the leading members to remain there for the purpose of giving entertainments to the refugees from Vladivostok. Early advices are expected from Shanghai of the departure of the Company. It is not thought likely that the Company will arrive this week.

THE DRAGON MOTOR CAR CO.

South China Agents for Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge Cars.

REDUCED RATES FOR MOTOR CAR HIRE.

Effective from this date we beg to announce reduced rates for motor car hire in Hongkong and Kowloon. Following are the new charges:—

SMALL CAR.

Seating 4 besides chauffeur.....\$5 per hour
Waiting.....\$1.00 per hour

LARGE CAR.

Seating 6 besides chauffeur.....\$7 per hour
Waiting.....\$1.50 per hour

LARGE CAR.

Seating 6 besides chauffeur,
Locomobile or Marmon cars.....\$8 per hour
Waiting.....\$1.50 per hour

SEDAN (CLOSED) CAR.

Seating 4 besides chauffeur.....\$6 per hour
Waiting.....\$1.00 per hour

GARAGES.

In Hongkong at 24 Des Voeux Road Central, and 157-158 Praya East. Phone 492 & 3552.

In Kowloon at 26 Nathan Road. Phone 482 or K. 226.

PHONE, WRITE OR CALL.

June 8th, 1921.

TO-DAY'S ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

THE NEXT GIMKHANA is fixed for June 28th, 1921.

Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, Causeway Bay Stables, and the Office of the Jockey Club in Hongkong Club annex.

Entries close Tuesday, 14th June, but it is requested that they be sent in earlier if possible.

Hongkong, June 9, 1921.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONVEYANCE).

TUESDAY.

June 14, 1921, at 2.30 p.m., at their Falm Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

AN ASSORTMENT OF Superior Household Linens, &c.

Comprising—
Sheeting, Pillow Cases, Bed Valances, Table Cloths, Serviettes, Glass and Kitchen Cloths, Bath Sheets and Towels, Huckaback Towels, Ladies' and Gent's Handkerchiefs, &c., &c., &c.

Terms—Cash.
HUGHES & HUGHES, Auctioneers.

Hongkong, June 9, 1921.

(For account of R. J. HUNTER, Esq.)

WEDNESDAY.

June 15, 1921, at 10.30 a.m., at 53, Nathan Road, Kowloon.

THE Valuable Household Furniture, &c., &c., &c.

therein contained.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, June 9, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

SOMETHING DEPENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all Chemists and Storekeepers.

NOTICES.

ALWAYS SOMETHING NEW

TO BE SEEN AT

LANE, CRAWFORD'S



The New Washing

SHIRTS & SKIRTS

now on show featuring the Latest Smart Styles in Striped Cotton Garbardines, Grepons, etc. are ideal for all Sports Wear.

Trustworthy in every way and stamped with such excellence of cut, make and material. These garments are the last word in Utility, Durability and all-round value.

NEW RECORDS

- | | | |
|------|------------------------------|-----|
| 3301 | { WHISPERING | ... |
| | { If a Wish Could Make It So | ... |
| 2905 | { SWANEE | ... |
| | { MYSTERY | ... |
| 3322 | { AVALON | ... |
| | { JAPANESE SANDMAN | ... |
| 2982 | { IN OLD MANILA | ... |
| | { CRYAN MOON | ... |
| 2955 | { LOVE NEST | ... |
| | { SONG OF THE ORIENT | ... |

ANDERSON'S



EVERYTHING IN THE

SWIMMING LINE

FOR

LADIES and GENTS

INCLUDING

VEST, BONNETS, WIGGS,
TOWELS, SHOES, Etc.

Get ready for the Swimming Season
By equipping yourself

AT

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

9, ICE HOUSE STREET, HONGKONG.

Vickers' LONDON Gin

The Perfection of over
a Century's Experience
in Gin Distilling

"BOTH BRANDS
ARE BENEFICIAL!"

FINEST LONDON OLD TOM
FINEST LONDON UNSWEETENED



Price per Case 1 doz. qts. Duty Paid \$23.00

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

1, QUEEN'S ROAD, CENTRAL, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and to p.m. from Canton daily at 5 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-CANTON LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Manxton, or from Messrs. T. M. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FUTURES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR VENICE, BRINDISI, AND TRIESTE
Via SINGAPORE, PENANG and COLOMBO.S.S. "AQUILA" Sailing on or about 13th June.
S.S. "SIFON" Sailing on or about 20th June.

FOR SHANGHAI.

S.S. "CLICIA" Sailing on or about 25th June.

Passengers' Luggage can be insured at the office of the Agents.

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Regular Passenger and Cargo Service to

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CALCUTTA & COLOMBO.

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU Friday, 24th June.

BUENOS AIRES—Biodo, Valparaiso, Santos, Matanzas, Durban & Cape Town via Singapore. Passenger Service.

CANADA MARU Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KAWADO MARU Wednesday, 23rd June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

SHIMEN MARU Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU Thursday, 16th June.

ARIZONA MARU Wednesday, 23rd June.

NEW YORK via PANAMA.

RAQUE MARU Thursday, 23rd June.

NEW ORLEANS. Via SUEZ.

JAPAN PORTS—Moji and Kobe.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.R.E. wharf near the Harbour Office.

KAIYO MARU Sunday, 12th June.

TAKAO via SWATOW and AMOY.

SORU MARU Thursday, 16th June.

For sailing dates and further particulars please apply to:—

Y. YASUDA, Manager.

Tel. No. 741 and 745. No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF MADRAS" Via Suez Canal 12th June.

"DEUCALION" Via Suez Canal 7th July.

"CITY OF NORFOLK" Via Suez Canal 13th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON BEISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 24th June.

For Freight and Passage, apply to:—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents. 112, Connaught Road Central.

Telephone No. 2307.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMER	TO	DATE
SWATOW AND SINGAPORE	RUPEE	June 10, at 10 a.m.	
SHANGHAI AND TIENTSIN	CHENAI	June 11, at 4 p.m.	
WISHIWEI, CHEFOU & TIENTSIN	REICHOW	June 13, at 4 p.m.	
AMOY, MANILA, CREU & HONOLULU	CHENAI	June 14, at 4 p.m.	
SWATOW & BANGKOK	CHENAI	June 14, at 10 a.m.	
SHANGHAI AND PUKOW	CHENAI	June 14, at Noon	
SHANGHAI AND TIENTSIN	CHENAI	June 15, at Noon	
SHANGHAI AND TIENTSIN	CHENAI	June 15, at 4 p.m.	
NEWCHOW, PAIFHOI & HAIPHONG	CHENAI	June 15, at 4 p.m.	
SHANGHAI & PUKOW	CHENAI	June 15, at 9 a.m.	
SHANGHAI & PUKOW	CHENAI	June 21, at Noon	

SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai-Kobe-Yokohama.

S.S. "ELDRIDGE"	June 29	July 25th.
S.S. "WENATCHE"	July 25	Aug. 18th.
S.S. "KEYSTONE STATE"	Aug. 13	Sept. 2nd.

FOR PORTLAND DIRECT.

Calling Shanghai-Kobe-Yokohama.

S.S. "PAWLET"	June 15th.
S.S. "COXAT"	July 22nd.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE.

Telephones 2477 & 2478. 5th Floor, Hotel Manxton.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama.

"WINYAH" About June 11th.

For freight space and particulars apply to:—

THE BARBER STEAMSHIP LINES, INC.

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TELEPHONE AGENTS. 5TH FLOOR, HOTEL MANXTON.

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PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON, SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT sailing June 20th.

CIDERETTA sailing July 5th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

LAKE PARAB sailing June 20th.

LAKE ONAWA sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

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REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

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Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

FOR JAPAN.

[Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further information please apply to:—

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(Moji) Ke Yokohama, Vancouver & Montreal.

PACIFIC STEAMER From Hongkong To Vancouver

Atlantic Steamer From Vancouver To Montreal

Monteagle June 14 July 8 Metagama July 15 July 24

E. Russia June 21 July 11 E. France July 19 July 28

E. Japan July 13 Aug. 3 E. France Aug. 13 Aug. 19

E. Asia July 21 Aug. 8 E. France Aug. 13 Aug. 19

E. Russia Aug. 15 Sept. 5 E. Britain Sept. 19 Sept. 26

Monteagle Aug. 23 Sept. 16 Metita Sept. 23 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 18 Oct. 25

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 25

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

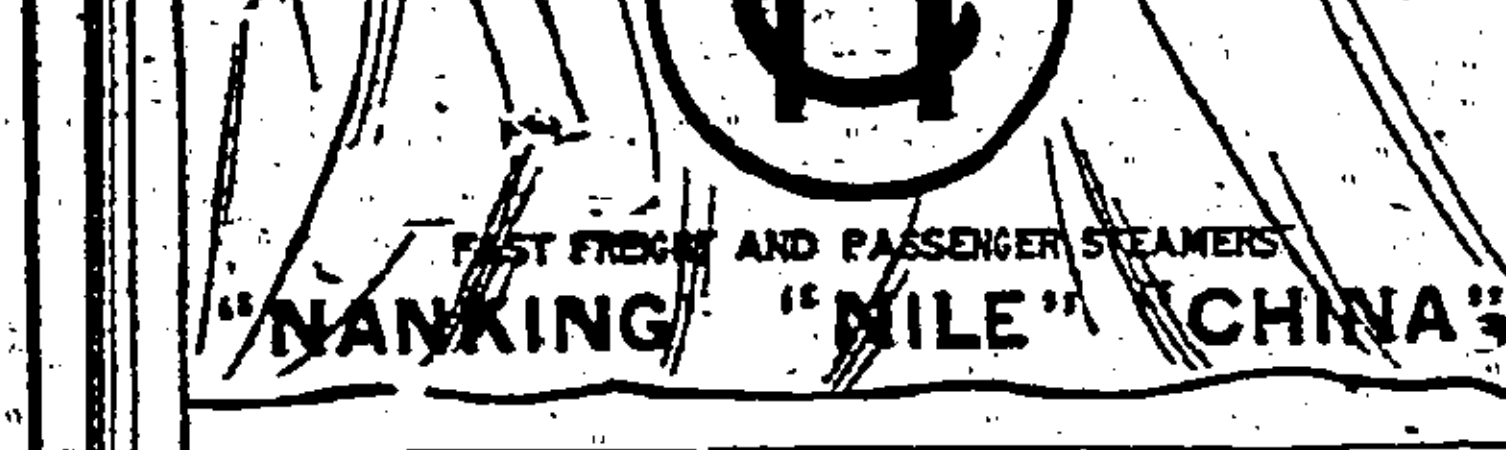
Three Transcontinental Trains Daily.

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 15th Aug. 8th

HONGKONG to MANILA

S.S. "NANKING" June 13th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 25th July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

FARMER'S BUILDING, ICE HOUSE STREET.

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REGULAR SERVICE OF Fast, High Class Coast Steamers having good

and Saloons. Excellent Cuisine. Electric Light and Fans in Staterooms

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart FRIDAY 10th June at Noon.

HAILOONG Capt. W. Cooper TUESDAY 14th June at Noon.

HAIHONG Capt. W. O. Passmore FRIDAY 17th June at Noon.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For FREIGHT and PASSENGE apply to:—

DOUGLAS LAPRAIR & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"OCEAN MONARCH" Via Suez 5th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to:—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For SHIPMENTS.

LONDON, GLASGOW, ROTTERDAM, CITY OF BRISBANE, 10th July.

Subject to change without notice.

THE BANK LINE, LTD.

Or to BEISS & Co., Canton.

General Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

June 13—P. & O.	Playa
14—P. & O.	Typhoon
17—P. & O.	Dumera
20—P. & O.	Luchino
24—P. & O.	Dela
July 4—R. F.	Montor
6—R. F.	Tetrasia
9—R. F.	Eurydama
12—R. F.	City of Norwich
15—R. F.	Hakara
22—R. F.	Agamemnon
23—R. F.	Arcturus

FROM JAPAN.

June 10—N. Y. K.	Tsuno Maru
14—R. F.	Michio
14—R. F.	Tanda
17—R. F.	Oana
20—R. F.	Bellorophon
23—R. F.	Eastara
July 5—R. F.	Tyndareus
12—R. F.	Montor
19—R. F.	Yankton
21—P. & O.	Syria
22—R. F.	Kanawa
Aug. 5—P. & O.	Kayara
13—R. F.	Tetrasia
15—P. & O.	Kashmir
18—P. & O.	Khyber
Oct. 10—R. F.	Pyrrhus

FROM MANILA.

June 11—R. F.	Talhybis
July 25—R. F.	Protesilaus
Aug. 13—R. F.	Talhybis
Sept. 6—R. F.	Talhybis
29—R. F.	Tyndareus

FROM JAVA.

June 12—J.C.J.L.	Chidara
15—J.C.J.L.	Tjibank

FROM SYDNEY AND MELBOURNE.

June 15—N.Y.K.	Nikko Maru
July 4—E. & A.	Ranowa

FROM VANCOUVER.

June 17—R. F.	Tyndareus
July 14—R. F.	Protesilaus
Aug. 5—R. F.	Tecora
23—R. F.	Talhybis
Sept. 15—R. F.	Tyndareus
Oct. 13—R. F.	Protesilaus
Nov. 3—R. F.	Lyons

FROM SEATTLE.

July 30—A. L.	Keystone State
---------------	----------------

FROM SAN FRANCISCO.

June 11—C. M.	Nanking
12—T. K. K.	Tenyo Maru
23—C. M.	Nile

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASTY"	7,348	14th June	MARSEILLE, LONDON & A'warp.
"DUNERA"	8,470	18th June	SINGAPORE, COLOMBO & POMBAY.
"DELTA"	8,000	25th June	MARSEILLE, LONDON & A'warp.
"EYRIA"	7,000	28th July	MARSEILLE, LONDON & A'warp.
"KALYAN"	8,000	6th Aug.	MARSEILLE, LONDON & A'warp.
"KASHMIR"	9,000	18th Aug.	MARSEILLE, LONDON & A'warp.
"KHYBER"	9,000	2nd Sept.	MARSEILLE, LONDON & A'warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	6,556	16th June	Calcutta, via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	25th June	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"KANOWA"	7,000	25th July	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,500	9th June	Yokohama direct.
"DELTA"	8,000	11th June	Shanghai only.
"EYRIA"	7,000	25th June	Shanghai and Japan.
"KALYAN"	9,000	6th July	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and all ports in Singapore and Malacca in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passengers are requested to be ready to leave the ship at the time specified in the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Freight Rates, Freight, and other, apply to

MACKINNON, MACKENZIE & CO., Agents.

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E. HING & CO.

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SEATTLE & VICTORIA OR VANCOUVER via Manila,

Kobe, Shanghai & Japan ports.

Cargo to Oriental Line U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

STEAMER	Day	Time
RATON MARU	Friday	17th June, at 11 a.m.
KASHIMA MARU (Omni, Manila)	Friday	18th July, at 11 a.m.
SUWA MARU	Friday	25th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,

Colombo, Suez, Port Said & Marseilles.

STEAMER	Day	Time
ATSUMA MARU	Friday	10th June, at 11 a.m.
SHIZUOKA MARU	Friday	24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM

STEAMER	Day	Time
ATSUMA MARU	Friday	10th June, at 11 a.m.
SHIZUOKA MARU	Friday	24th June, at 11 a.m.

LIVERPOOL & MARSEILLES via Suez.

STEAMER	Day	Time
ATSUMA MARU	Friday	10th June, at 11 a.m.
SHIZUOKA MARU	Friday	24th June, at 11 a.m.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

STEAMER	Day	Time
TANGO MARU	Tuesday	21st June, at 11 a.m.
NIKKO MARU	Tuesday	19th July, at 11 a.m.

NEW YORK via PANAMA.

STEAMER	Day	Time
TOBA MARU	Friday	24th June, at 11 a.m.
TAKETOYO MARU	Friday	1st July, at 11 a.m.

SOUTH AMERICAN PORTS via Cape.

STEAMER	Day	Time
AWA MARU	Sunday	19th June, at 11 a.m.

BOMBAY & COLOMBO via Singapore.

STEAMER	Day	Time
PATSUMO MARU	Saturday	18th June, at 11 a.m.
CALCUTTA MARU	Tuesday	28th June, at 11 a.m.

CALCUTTA & RANGOON via Singapore & Penang.

STEAMER	Day	Time
PENANG MARU	Wednesday	23rd June, at 11 a.m.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

STEAMER	Day	Time
NIKKO MARU	Friday	17th June, at 11 a.m.

SHANGHAI KORE & YOKOHAMA.

STEAMER	Day	Time
YOKOHAMA MARU	Thursday	16th June, at 11 a.m.
RANGUN MARU	Wednesday	15th June, at 11 a.m.

For further information, apply to

NIPPON YUSEN KAISHA

Telephone No. 272.

EARLIER TELEGRAMS.

(Excerpt from the China Mail.)

MINING DEVELOPMENT PROBLEM IN CHINA.

LONDON, June 2. The Times' Peking correspondent, referring to the Society of 'Acas' recent offer of a prize for a paper on the mineral resources of China, points out that this subject has already been exhaustively treated, and says that what is really wanted is a discussion on the development of the mineral resources of China. The Bureau of Mines in Peking does nothing for mining, except draft stragulatory regulations. Mining development in China, as far as foreigners are concerned remains at its starting point of 1903.

CHINA COAST.

SHIPPING PERSONALS.

LATEST CHANGES.

Mr. G. Boyle, second officer, "Suizang," is on reserve. Mr. R. S. Longman, from reserve, has gone second officer, "Suizang."

Captain W. T. Roberts, of the "Wuhu," is on leave.

Captain C. R. Meacham, from leave, has gone master, "Wuhu."

Captain C. A. Christiansen, of the "Woosung," is on reserve. Captain C. C. Williams, from leave, has gone master, "Woosung."

Mr. T. R. Pringle, from reserve, has gone supernumerary chief engineer, "Suizang."

Mr. E. J. A. Porter, second officer, "Tungshing," has gone second officer, "Essang."

Mr. J. Nesbitt, from reserve, has gone supernumerary second officer, "Tuckoo."

Mr. H. E. C. Turner, second officer, "Loongwo," has gone chief officer, "Woosung."

Mr. W. H. Watson, acting chief officer, "Woosung," has gone second officer, "Loongwo."

Mr. C. R. More, chief officer, "Loongwo," has gone chief officer, "Chungang."

Mr. G. H. Hodgson, second officer, "Chungang," has gone chief officer, "Foonshing."

Mr. W. Lutkin, from reserve, is on leave.

Mr. R. Ferguson, second officer, "Minsang," has gone second officer, "Loongang."

Captain T. Croft, from reserve, has gone master, "Cheongahing." Capt. Van Courtlandt, of the "Cheongahing," is on leave.

Mr. W. Hipkin, chief officer, "Loesang," has gone chief officer, "Kumming."

Mr. J. A. Low, third engineer, "Essang," has gone supernumerary third engineer, "Hopsang."

Mr. R. Thomson, from reserve, has gone third engineer, "Essang."

Mr. G. L. Hood has been appointed supernumerary third engineer, "Hopsang."

Mr. D. A. Pustovoi has been appointed fourth engineer, "Kiangshin."

Mr. F. Pregedatidis has been appointed third engineer, "Kiangwah."

Mr. E. Porta, third engineer, "Kiangwah," has gone second engineer, same ship.

Mr. H. L. Jett, second officer, "Hailong," has resigned.

Mr. W. H. Bennett, from leave, has gone second officer, "Hailong."

Mr. H. Conway, from reserve, has gone second officer, "Wingshing."

OPIUM EVIL.

PRESIDENTIAL MANDATE.

THREAT OF PENALTY.

Peking, June 1.—A Mandate was issued yesterday evening drawing attention to the Mandate issued last year prohibiting all traffic in opium and other noxious drugs. The Mandate points out that, owing to local disorganization, the former Mandate has not been faithfully observed in some parts of the country, and emphasizes the Government's determination to see that it is strictly carried into effect in future.

The Mandate adds that special commissioners will be sent to the provinces to enquire into the cultivation of poppy and the traffic in drugs, and threatens severe punishment for local officials who do not observe the anti-opium measures already introduced.

While a cow with its calf was being driven through Shrewsbury, it was attacked by a six-year-old boy. An ex-soldier, Thomas Jarvis, of Colham, Shrewsbury, rescued the boy but was himself pinned against a wall with the animal's horns through his body. He lies in a serious condition in the infirmary.

SWIMMING.

V.R.C.'S FIRST NIGHT FETE.

A SUCCESSFUL FETE.

Attended by a crowd of spectators that fully taxed the available seating accommodation the Victoria Recreation Club's night fete—the first of the season—which took place last night proved a notably successful fixture. The various swimming events produced some close contests which were followed by the audience with the keenest interest. A feature of the Water Polo match with which the programme concluded was the dashing performance of M. Bouchard, one of the centre forwards, who is a new arrival in the Colony.

Musical selections by the band of the s.s. "Columbia" added considerably to the evening's pleasure.

The committee and in particular the Secretary (Mr. R. C. W. Mitchell) worked hard and indefatigably last night and are to be congratulated on the result which attested their generous efforts. A little disorganization was occasionally apparent in the arrangement of competitions but this will doubtless be adjusted before the next fete takes place on June 24. The "star" event on that occasion will be a 220 yards challenge race between D. Lyon and J. Johnston.

The officials were:—Judges: Mr. W. Logan, Mr. A. Silva Netto, Mr. A. A. Alves, Mr. J. S. Agassiz, Master Gr. May, R.G.A. Mr. T. Meek, Mr. M. L. Raiton, Mr. A. McKirdy, Mr. A. E. S. Alves; Starters: Mr. A. A. Alves, Mr. A. E. S. Alves, Mr. R. C. W. Mitchell; Time Keepers: Mr. A. E. Alves, Mr. C. M. S. Alves, Mr. A. Silva Netto, Mr. J. Lyon, Master Gr. May, R.G.A. and Mr. T. Meek.

After the programme had been concluded prizes were presented to the competitors by Mr. D. Logan; in the absence of the Club Chairman (Hon. Dr. Claud Severn C.M.G.). Following are the results:—

Boys' Two Lengths Handicap (open): 1. E. Murphy; 2. A. May. One Length Scratch Race (open): 1. J. Johnston; 2. G. Jack. Time: 11.4/5 secs.

Girls' Two Lengths Handicap—1. Miss Connie Smith; 2. Miss R. Chue. Two Lengths Handicap (members): 1. G. Jack; 2. E. A. Noronha. Time: 28.2/55 secs.

Ladies' Two Lengths Handicap—1. Miss Smith; 2. Miss E. Jennings. Running Header from Spring Board—1. Geo. Jack, 102 points; 2. Geo. Hall, 97 points.

Mixed Nominations Race—1. Miss N. File and Geo. Stokes. Team Race—1. Johnston, E. A. Noronha, A. R. Botelho, E. de Souza, Bouchard and A. May.

Water Polo—Blue 6, White 3.

HE GAVE HIS BLOOD.

A Soldier's Battlefield Sacrifice.

Much interest was aroused recently by an offer of £10 to any healthy person who would sacrifice a pint of blood to save a child's life. Blood transfusion is by no means uncommon, and there are many cases that are brought to the public notice. One instance that recently came to light of a soldier who gave two pints of his blood to save a comrade's life is well worth chronicling.

The narrator is Private E. W. Warr, who now lives at 2, Wheatley's Cottages, Crewkerne, Somerset, England, and an interesting story to relate. He joined up in 1916 and went on active service just before Christmas, 1916. He was wounded less than three times, and it was while in the 18th Casualty Clearing Station, France, after his third wound that the direct transfusion of blood took place.

Private Warr has in his possession interesting documents relating to the event. One of them is the official report of the 18th C. S. states that he had volunteered as a donor of blood, and gave two pints. Later Warr was sent to join the 3rd Somerset and the commanding officer of that Battalion received from the 18th C. S. the following:—"I beg to inform you that No. 2708 Private E. W. Warr gave his blood for direct transfusion on October 30th, 1917, and thereby saved the life of a severely wounded comrade."

The story of Private Warr's experience should be interesting to sufferers from violent headaches, indigestion, nerve troubles, and rheumatism, which in almost every instance spring from one source—poverty of blood. When he first crossed to France, Private Warr began to suffer from racking pains in the head, which were so violent as to leave him in a collapsed state. In his own words, he "tried all sorts of powders but got no relief. Then one day he said, 'a comrade told me of the value of Dr. Williams' pink pills, so I wrote and asked my wife to send me a supply. Upon taking them I obtained quick relief, and the pills completely restored my health. When I was wounded in the third time, and was asked to volunteer to give blood whilst lying in hospital I willingly decided to do so. I am very pleased to know that the giving of a quart of blood saved another soldier's life, and am sure that it was the result of taking Dr. Williams' pink pills that enabled me to give good blood and plenty of it. After giving the blood I was naturally somewhat weaker, but I was quickly shipped to England, where I took Dr. Williams' pink pills, and after a few days I felt myself again. They soon replenished my blood supply, and set me up in health. I improve and enrich your blood supply by taking Dr. Williams' pink pills. I wish you be bought of dealers, or direct from Dr. Williams' Medicine Co., 90, Broad Street, London, at 21/6 per bottle, or 2/6 for six bottles, post free.

P. & O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain WALKER, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 18th June, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer, proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 6, 1921.

MITSUBISHI SHoji KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTARE, KIRIKIRI, YOSHIOHARA, HOJO, KAKAZU, SAVO, SHIN-NEW, KANADA, BIRAL, KAMITA, MAIDA, and OTUBARI.

AGENTS FOR SHAKITO COAL.

Head Office:—TOKYO.

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Nagasaki, Karatsu, Wakamatsu, Moji, Kobe, Osaka, Yokohama, Fukuoka, Tokyo, Yokohama, Matsuyama, Oita, Vladivostok, Peking, Tientsin, Dairen, Tsingtao, Tientsin, Hankow, Shanghai, Hongkong, Canton, Manila, Singapore, Batavia, London, Paris, New York and Seattle.

Cable Address:—IWASA, JAL.

Agents for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

For Particulars, apply to—

S. KOMURA, Manager.

No. 14, PRINCE STREET, HONGKONG.

TAIYO & CO.

BOOTS AND SHOES

MADE TO ORDER.

No. 15, WYNDHAM ST.

A. KWAI & CO.

12 & 13 COMMERCE ROAD CENTRAL, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants, Sail-Makers, General Storekeepers, AND

Sole and Soda Manufacturers.

Cable Address: "KWAI".

TEL. No. 1252.

KERMATH

Dependable Marine Engines

The Kermath Marine Engine is known for its dependability because it has always been built fundamentally right.

To send design has been material and through improvement have been made every part of every Kermath Engine is interchangeable.

4 to 40 H.P. 4 cylinder, 4 cycle. Engines only.

Price: \$250-4,500, Delivered.

Jardine, Matheson & Co. HONGKONG, CHINA.

Kermath Manufacturing Co. Detroit, Michigan.

Cable Address: KERMATH.

HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL.

regardless of Hongkong at the following prices:—

Delivered to Peak District (above Bowen Road) \$22.00 per ton.

Bowen Road, and Lower Levels and Kowloon \$21.00 per ton.

TERMS:—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION.

HEAD OFFICE:—TIENTSIN.

AGENTS:—DODWELL & CO., LTD. HONGKONG.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS.

All work done in its establishment is guaranteed. We have over thirty years' experience. We own two shipyards and sea 2000 tons of steel of 80 feet long.

Works Office: 64, QUEENSWAY ROAD, CENTRAL, HONGKONG. Telephone No. 428.

Shanghai Office: 100, South Road, Kowloon, Hongkong. Telephone No. 2.

Reference furnished on application.

Hongkong, April 1, 1921.

SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating the fastest service for accounts of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"West-Carman," 17th June.

To VANCOUVER & SEATTLE (

TROUBLE AT SEA.

ALLEGED FRACAS ON SHIP.

TEN CHINESE CHARGED WITH CONSPIRACY.

Before Magistrate Lindsell yesterday afternoon, ten Chinese were charged on extradition warrants, with having been concerned in a conspiracy to revolt against the authority of the Captain of the J.C.I.L. s.s. "Tjkenbang," while on a trip from Java to Hongkong.

Mr. T. H. King, D.S.P., appeared for the police, while Mr. M. K. Lo and Mr. Leo d'Almada each represented five of the defendants.

The Magistrate enquired from Mr. King if it were true that the extradition requisition could not arrive here before Saturday. He said he could remand the defendants until Saturday if necessary.

Mr. King agreed, but asked could he, if circumstances arose in the meantime which would make it necessary for him to bring the defendants before the Court before Saturday, be allowed to see the Magistrate beforehand.

Mr. Lo raised no objection to the course suggested, but asked for bail.

Mr. King asked that the question of bail be postponed until Friday, as he would like time to get advice on the matter.

The Magistrate: Were the defendants alleged to have resorted to violence?

Mr. King: There was an allegation that violence was threatened. They were also alleged to have swarmed the deck of the ship without permission.

Mr. d'Almada: My instructions are that there was no serious trouble at all.

The Magistrate: That remains to be seen.

Mr. Lo: Mr. King's request that the question of bail be postponed puzzles me. He ought to have sufficient particulars before him, as the defendants have been detained since Sunday. It is a very small distance.

The Magistrate said that the warrants mentioned direct violence to the Captain.

Mr. Lo said that he did not think the administration of justice would be prejudiced if the defendants were bona fide travellers, and would not run away.

The Magistrate: They are on their way to the country.

Mr. Lo: They came from America. I understand, to stay in Hongkong. They may return to their villages eventually, but they cannot disappear from the face of the earth. They can always be traced.

Mr. King: I only oppose bail for 24 hours.

In view of the fact that the defendants had already been detained for four days, the Magistrate granted bail in the sum of \$1,000 each.

It was alleged the trouble arose out of a quarrel between a Chinese and a Japanese member of the crew. The Captain, who investigated the complaint made to him, found that the Japanese was the aggressor and decided on a form of punishment which did not satisfy the Chinese who demanded that the Japanese be tied to the mast and lashed. When the Captain refused to consider such a drastic measure, the Chinese passengers are said to have questioned his authority, and are alleged to have produced revolvers with which they threatened the European officers of the ship.

Another chapter is added to the post-office scandals in Japan by the discovery of more than 1,000 letters and postcards, some of them three years old, at Yokohama, Aichi-ken. On May 17 about 100 letters and postcards were found on the ground near the station, which led to a search by the police, with the result that more than 1,000 undelivered pieces of mail were discovered in the homes of citizens of Yokohama. These persons said that the postman had tied them up in packages and asked that they be kept for him until he called again. These residents said they did not know what the packages contained. They also said there had been rumours that the postman had burned a large number of letters. Some of the letters and postcards found were dated in 1919 and 1920.

THE LEGAL POOR.

SOCIAL CONDITIONS TO-DAY.

DIVORCE LAW INJUSTICE.

A case just decided by Lord Mersey

throws a revealing light on the social and economic conditions of our time. Everybody has long been aware that one of the greatest faults of the English law of divorce is that it deprives the poor of the opportunity of relief afforded to those who are better off.

An attempt to remedy this injustice has been made by the rules allowing a plaintiff to sue as a "poor person," and thus, in Lord Mersey's phrase, "carry on his litigation at the expense of the taxpayer." But what is a "poor person"? We all know that there are men and women quite unable to bear the expense, not merely of instructing solicitor and counsel, but of travelling to obtain a solicitor's opinion. Any case of sheer inability by reason of poverty to obtain justice we should all be ready to assist from public funds. But there is nowadays a large class of people who, while earning a good deal more than a living wage, conceive themselves entitled to be assisted by the State, that is, by other people, at every turn. These we may call the legal poor, and we submit that no class of the population has any interest in encouraging them.

The suit whose financial status roused Lord Mersey's interest was originally an iron worker, and in that capacity, according to his own evidence, "had made £6 15s for two days' work." What he earned in a week Lord Mersey did not succeed in discovering, but we have the statement that the defendant, employed at the same works, "earned from £20 to £25 a week." Those happy days, indeed, are past. The works, plaintiff said, were stopped "through the maulers' strike—and then the miners' strike"—not the present dispute, but the last, or the last but one—and "the place has now gone to rack and ruin."

The goose that laid the golden eggs has, in fact, been killed, and we commend the story to all whom it may concern. But the chief interest of the case is in the status of the "poor person." Since the successive strikes ruined the iron works he has been employed as a labourer "earning sometimes £4 10s a week." We may without injustice assume that he was not exaggerating his income. Is a man on that wage, with nobody to keep but himself, a "poor person," a man fairly entitled to ask the rest of us to pay his law costs? Lord Mersey declared with some emphasis that he is not, and the first thing he ought to do with the damages he recovered "is to repay the money he has had from the public."

Who can dispute that statement? Lord Mersey will have hearty support in his warning that the system which makes possible such an abuse of the help given to the poor ought to be stopped. It is admitted that the old rules for such cases requiring a petitioner to declare that he does not possess £50 are inadequate. This must surely have been always obvious. The provision seems framed for the benefit of the wretched. New rules now coming into force provide for a full investigation of litigants' means, and no one with a total income of more than £4 a week is to be admitted to the privileges of a "poor person." We hope, with Lord Mersey, that these "new rules may remedy the evil." But it is clear that investigation rather than hard and fast principles must be the safeguard. This suit's earnings of £4 10s with no one to support but himself are opulence compared with the case of a man with the same income and a number of dependents.

An unsolved river mystery is recalled by the presence in Shanghai of Mr. Moors, of the Russo-Asiatic Bank, who is on his way to Hongkong says the N.C.D. News just to hand. It will be remembered that Mr. Moors' little daughter, about three years of age, disappeared from the cabin of a river steamer on which she was travelling to Hankow with her parents. The child's disappearance was discovered in the early morning, a few hours after the vessel had put off from Chinwang, and despite the most searching inquiries, no trace of her has been discovered from that day to this.

MARITIME OUTLOOK.

DISTINCTLY MORE FAVOURABLE.

IMPERIAL SHIPPING BOARD.

Now that the shipyard workers and the seamen have come to terms with their employers in the matter of wages, the maritime outlook is distinctly more favourable than it was. It is, in periods of depression that the opportunity occurs of setting things in order for the "good time" that is coming, and in this country, as well as in the overseas parts of the Empire, we ought, now that the war is really over, to take stock of the situation. The British Empire is peculiar in that its main lines of communications consist not of many thousands of miles of railways, but about 8,000 ships. These vessels give employment, directly and indirectly, to several large armies of workers; furnish a school of seamanship which, as the late struggle revealed, is an essential element of Imperial strength; and carry passengers and goods. It must be admitted that neither we in this country nor our fellows in the outer parts of the Empire always realise fully the supreme importance of maintaining our sea-carrying trade. It is the mainspring of our being, and it is matter for regret that so long a time has elapsed in setting up an Imperial Shipping Board, with advisory functions, as was recommended by the Imperial War Conference of 1918. It is, perhaps, natural enough that some fear should be felt lest such an authority, on which the Mother Country as well as the Dominions would be represented, might interfere with the freedom of shipping, fastening on it shackles which would prove injurious and therefore costly; but that is a danger against which precautions can be taken, and in the conditions of keen competition which now confront us the advice of such a Board would be valuable in promoting unity of shipping policy throughout the Empire. Sir H. J. Mackinder's Committee, with members speaking on behalf of shipowners, shipbuilders, and traders, as well as the British and Dominion Governments, has reported in favour of such a Board. In face of a new era of rivalry by sea, the British peoples must consolidate their sea interests. An authority is desirable, not merely for dealing with technical matters such as bills of lading but for surveying the facilities for maritime transport within the Empire, and maintaining watch and ward over the sea affairs generally of the British peoples. At all costs, Government interference must be avoided, but there are spheres in which an Imperial Shipping Board would prove very useful. We must resign ourselves to a period of uncertainty in shipping matters owing to the policy which is being pursued in the United States, as well as elsewhere, and the sooner we recognise that in this matter the interests of ourselves and our kinsmen overseas are one, the better we shall fare. An impartial authority would on occasion focus public opinion throughout the Empire. It would not smooth away causes of friction, but from time to time it would, by report or otherwise, sound the tocsin, and thus direct attention to problems which there is a tendency to ignore. Not only we who live in the United Kingdom as islanders, but every man and woman and child overseas are in varying degree concerned with the maintenance of our maritime primacy. It is our birthright.

Finding his wife, of whom he had been jealous for some time, in conversation with a strange man, a baker at Anagnan, a village near Perpignan, knocked her senseless with his fist, cut her face with a razor, and branded her body with a torch. Then picking her up he carried her to a village hall and threw her down among the horrified dancers. While the dancers crowded round the maimed woman the husband walked away and gave himself up to the police.

SHIPPING.

BILLS OF LADING.

IMPERIAL COMMITTEE'S REPORT.

Overshadowed as it has been by other events, the report of the Imperial Shipping Committee dealing with the alleged limitation of shipowners' liability by clauses in bills of lading, has not received the attention that subject deserves. It is natural that traders and shipowners should hold somewhat different views on this vexed question, but the evidence tendered to the Committee brought out quite clearly the fact that in practice here is no charge which can be sustained that shipowners are disposed to stand on their legal rights. Proof was given that they are, except in an infinitesimal number of cases, prepared to pay reasonable claims for loss or damage to goods. The clauses which have been inserted in bills of lading, and to which some objection is taken by trading interests, are rather designed to protect the shipowner against being made responsible for bogus claims than for other purpose. It is satisfactory to note that as a result of the inquiry made no charge of unreasonableness against shipowners can be sustained, and, indeed, the report definitely stated that any legislation which might be enacted to change the present practice would be an advantage to those shipowners who are—and this includes the vast majority—prepared at all times to pay reasonable claims.

As some misconception exists as to the real position the situation will bear examination in the light of the evidence tendered to the Committee by shippers, shipowners, and underwriters. The evidence of shippers did not reveal any real grievances. The statement that they have been faced by shipowners' interests possessing such a degree of monopoly that freedom of contract does not really exist is an obvious exaggeration. Against this may be set the admitted fact that friendly negotiation is always followed by a settlement of reasonable claims, and the opinion has been expressed by the London Chamber of Commerce that a strong Merchants' Committee in each trade would be the best method of redressing any grievance against the shipowner. It was acknowledged by other witnesses that shipowners have only inserted the clauses in bills of lading to which objection is taken to protect themselves from dishonest and unreasonable clients, and that the honest shipper is not prejudiced by them. Shipowners point out that the compelling power on them to grant reasonable conditions for the carriage of goods is that of giving satisfaction to customers. On the subject of uniform bills of lading, such as are advocated in some quarters, these are held to be quite impracticable. It is admitted that neither under the Harter Act nor the Australian Sea Carriage of Goods Act is the shipper any better off than under English practice, and shipowners are quite clear that one effect of the Australian legislation, the real meaning of which has never yet been tested, and is regarded in some quarters as quite unconstitutional, has been to cause a rise in freights to and from Australia. Pilferage is admittedly a difficult problem at the present time, but the shipowner is quite prepared to accept a reasonable measure of responsibility for the acts of his own servants. Underwriters who contributed their experience to the Committee, while admitting that cases of hardship occur, asserted that their number is quite small. Another witness in the same interest stated that the claims refused by shipowners are generally in respect of non-delivery and pilferage. Underwriters agree with shipowners' interest that uniform bills of lading are not practicable, although it is suggested that they could and should have certain fundamental characteristics, which could be fixed by agreement or legislation.

The Committee come to the conclusion that on the whole uniform legislation is desirable throughout the

Empire, and that the legislation should be based to some extent at least on the Canadian Water Carriage of Goods Act, subject, of course, to special provisions as to owners' risk cargoes, the fixing of a maximum liability, and a precise definition of the physical limits of the shipowners' liability. Shipowners who were represented on the Committee have no objection to legislation on these lines. We may say at once, however, that the attempt on the part of shippers to terminate the friendly adjustment of claims, which is the present practice, and substitute legal rights, is not going to benefit the shipper. It is admitted that with the exception that claims are often paid as an act of grace, and not in recognition of a legal obligation, the present system inflicts no hardship on traders. The attempt to replace these friendly relations by legal enactments and definitions of precise rights, which must often be the subject of litigation, is, we cannot help thinking, a mistake, not from the point of view of the shipowner, but on the part of the shipper. If the latter elects to stand on purely legal ground the shipowner will do the same. The only people who will benefit will be those who follow the practice of law. We shall have exchanged the atmosphere of the Courts for that of the conference room and the round table without any gain to either side. On the adverse side of the account will be the loss of the friendly relations which led to the prompt and satisfactory settlement of reasonable claims. It looks like giving up the substance for the shadow.

GENERAL NOTES.

It is reported that Messrs. J. Ridley, Son, and Tully have just purchased a steamer of 6,300 tons, built 1893-4, at £5 a ton. The steamer belonged to a well-known Liverpool company.

The crew of the Margate motor fishing boat "Enterprise" were awarded £120 and costs at the City of London Court for salving the sailing barge "Timara," which had a cargo of cement worth £1,800, off Margate in January.

Two German seamen, whose ship, the "Adriatic," was lying in the West India Dock, were at Thames Court fined £50 each (in default three months' imprisonment) for harbouring and concealing 14 German clocks with intent to defraud the Customs.

Passengers and crew numbering 229 were rescued from the Brazilian liner "Uberaba," 6,062 tons, by the Liverpool liner "Justin" off the Brazilian coast on March 25. The "Uberaba" struck a reef, and the "Justin" on receiving the S.O.S. message searched for hours before she found her.

It is reported from Riga that the Finnish Government will raise the two British torpedo craft, the "Verulam" and the "Victoria," which sank in the eastern part of the Gulf of Finland two years ago. The salvage expenses will amount to about 4,000,000 Finnish marks, while the costs of reconditioning will amount to 20,000,000 marks.

The Shipowners' Parliamentary Committee have appointed Sir Owen Phillips, M.P., the president of the Chamber of Shipping, Sir Frederick Lewis, and Mr. Noble as sub-committee, with power to co-opt others, to confer with the dock and harbour authorities of the United Kingdom to go further into the matter of providing a remedy for the nuisance caused by the discharge of oil and oil water into docks, harbours and waterways, with a view to coming to an agreement with the Board of Trade on the question.

It is common knowledge that the Diesel engine will run on almost every kind of oil, but engines of the hot-bulb or semi-Diesel type are not so flexible in this respect. In many parts of the world it would be of great advantage to run such fine movers on

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM, IOE & GOLD STORAGE Co., Ltd.

BATHING SUITS

AT

WHITEAWAY'S

FOR

GENTS,

LADIES,

AND

CHILDREN.

We have just received a small Sample consignment of the latest Styles and are offering them at much below usual prices.

LADIES' BATHING CAPS

from \$1.00 to \$2.50 each.

BATH TOWELS

GOOD SIZE, GOOD VALUE.

At Popular Prices.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

locally-produced vegetable oils. With a view to ascertaining whether this was a practicable proposition, experiments have been carried out at the Ansaldo San Giorgio Works at Turin, on an engine of the semi-Diesel type. Satisfactory results were obtained with both cottonseed oil and palm oil, but naturally the consumptions were higher than with residual oils derived from petroleum, owing to the lower calorific values of the vegetable oils.

In the s.s. "Esperia," of the Siam Line (Societa Italiana di Servizi Marittimi), by which Mr. Winston Churchill returned from Egypt recently, calling at Syracuse, Naples, and Genoa, the Italian Mercantile Marine has the distinction of possessing the fastest, largest, and most luxuriously appointed vessel plying in the Mediterranean. The comforts, entertainments, etc., provided on board are quite equal to those of the most modern ocean-going liner. Though this steamer was only recently put into the regular service between Italy and Egypt, accommodation therein is in considerable de-

mand. The through journey from London to Egypt can, by using the "Esperia," be performed in five days. The Italians built most of their vessels, both liners and warships; shipbuilding is one of the many industries in Italy that has made very rapid strides during the last decade.

The P. & O. s.s. "Devanha" arrived London on June 6.

The T.E.K. s.s. "Taio Maru" arrived at Yokohama on June 7 and sailed on June 9 for Honolulu and San Francisco.

The N.Y.K. s.s. "Tamba Maru" (Liverpool Line) left Birmahurst for this port via Soer on May 28 and is expected here on July 10.

The s.s. "Mentor" (Blue Funnel Line) left Singapore on June 7 for Hongkong and is due here on June 11.

The T.E.K. s.s. "Tosyo Maru" will arrive at Mahila on June 9 and sail on June 10, arriving at Hongkong on June 12.

The N.Y.K. s.s. "Bangkok Maru" (Calcutta Line) left Singapore for this port on June 8 and is expected here on June 14.

The T.E.K. s.s. "Shinyo Maru" sailed from Hongkong on June 8 and is due at Yokohama on June 12.

The N.Y.K. s.s. "Mitsushima Maru" (European Line) left London for this port via Soer on May 28 and is expected here on July 6.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

June 10.	C. N.	Hupei.
10.	D. L.	Haiching.
12.	C. S. K.	Kaijo Maru.
14.	D. L.	Haiching.
16.	C. S. K.	Kaijo Maru.
18.	D. L.	Haiching.

AMGOY.

June 12.—O. S. K.	Kaijo Maru.
14.—D. L.	Halloong.
16.—O. S. K.	Sasha Maru.
17.—D. L.	Haihong.

FOOCHOW.

June 10.—D. L.	Haiching.
14.—D. L.	Haiboong.
15.—D. L.	Haiboong.

SHANGHAI.

June 11.-P. & O.	Delta.
11.-C. N.	Chenan.
13.-J. C. L.	Tsjibodas.
14.-C. N.	Cheliang.
15.-L. C. S. N.	Choy sang.
16.-C. N.	Sanning.
18.-C. N.	Yingchow.
21.-R. F.	Lyacou.
23.-L. T.	Ci ich.
25.-B. F.	Ascardius.
Aug. 8.-B. F.	

WEIHAWEI AND CHEFOO.

June 11.	C. N.	Kueichow.
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TIENSIN.

11.-C. S.	_____	_____
NEWCHANG		

NEWCHWANG.

June 13.	C. N.	Pootung.
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TSINGTAO.

June 14.—C. N.	Chekiang.
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PUKOW.

June 11.	C. N.	Chusan.
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KEELUNG.

June 13.	O. S. K.	Kaijo Maru.
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TAKAO.

June 16.	O. S. K.	Kaijo Maru.
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HAIPHONG AND HOIHOW.

SINGAPORE.	
June 10.—C. N.	Hupei.
" "	

SAIGON.

July 5.	- A. L.	Cadaretta.
28.	- C. M.	China.
Aug. 3.	- A. L.	Lake Onawa.

SINGAPORE.

June 14.—C. N. CHASE.

PHILIPPINE ISLANDS, ETC.

BANGKOK.

June 14.	C. N.	Chusan.
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PHILIPPINE ISLANDS, ETC.

30.—B. F.	Tambycras.
Febr. 21.—B. F.	Tyndareus.
Oct. 13.—B. F.	Protesilaus.
Nov. 2.—B. F.	Ixion.

CEBU AND ILOILO.

June 13.	C. N.	Tamisa.
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JAVA PORTS, ETC.

June 13.—J.O.J.L.	Tjiembang.
15.—J.O.J.L.	Tjiki.

INDIAN PORTS, ETC.

July 1.—U. S. R.	Shisen Maru.
5.—A. L.	Cadaretta.

CALCUTTA.

13.	C. N.	Chusan.
15.	C. N.	Chusan.
17.	C. N.	Chusan.
19.	C. N.	Chusan.
21.	C. N.	Chusan.
23.	C. N.	Chusan.
25.	C. N.	Chusan.
27.	C. N.	Chusan.
29.	C. N.	Chusan.
31.	C. N.	Chusan.

BOMBAY AND COLOMBO.

16.—B. L.	Penang Maru
22.—N. Y. K.	

AUSTRALIAN PORTS.

19.—P. & O.	Dunera.
28.—N. Y. K.	Calcutta Maru.
29.—O. S. K.	Kasado Maru.

SYDNEY AND MELBOURNE.

13.	C. N.	Chusan.
15.	C. N.	Chusan.
17.	C. N.	Chusan.
19.	C. N.	Chusan.
21.	C. N.	Chusan.
23.	C. N.	Chusan.
25.	C. N.	Chusan.
27.	C. N.	Chusan.
29.	C. N.	Chusan.
31.	C. N.	Chusan.

JAPAN PORTS.

24.—C. & A.	Victoria.
25.—E. & A.	Eastern.
July 19.—N. Y. K.	Nikko Maru.

LIVERPOOL.

June 13.	C. N.	Tamisa.
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COPENHAGEN.

June 13.	C. N.	Tamisa.
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HAMBURG.

June 13.	C. N.	Tamisa.
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LONDON.

June 13.	C. N.	Tamisa.
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NEW YORK.

June 13.	C. N.	Tamisa.
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SAN FRANCISCO.

June 13.	C. N.	Tamisa.
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SEATTLE.

June 13.	C. N.	Tamisa.
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AMERICAN PORTS.

VANCOUVER.

VANCOUVER.

June 11.	C.P.O.S.	Montezale.
15.	B.F.	Talhybius.
23.	C.P.O.S.	Empress of Russia.
July 8.	R.F.	Tyndareus.
13.	C.P.O.S.	Empress of Japan.
21.	C.P.O.S.	Empress of Asia.

SEATTLE.

13.-C.P.O.S.	Montealegre.
24.-R. F.	Ixion.
Sept. 14.-R. F.	Talbuthius.
15.-C.P.O.S.	Empress of Asia.
20.-C.P.O.S.	Empress of Japan.

PORTLAND.

SEATTLE.	
June 16.—O. S. K.	Alabama Maru.

LOS ANGELES.

12.-N. Y. H.	Kashima Maru.
20.-O.S.K.	Arizona Maru.
22.-A. L.	Wenatchee.
24.-N. Y. H.	Same Maru.

VALPARAISO.

11.	San Francisco.
12.	San Francisco.
13.	San Francisco.
14.	San Francisco.
15.	San Francisco.
16.	San Francisco.
17.	San Francisco.
18.	San Francisco.
19.	San Francisco.
20.	San Francisco.
21.	San Francisco.
22.	San Francisco.
23.	San Francisco.
24.	San Francisco.
25.	San Francisco.
26.	San Francisco.
27.	San Francisco.
28.	San Francisco.
29.	San Francisco.
30.	San Francisco.
31.	San Francisco.

NEW YORK.

17.-T. K. K.	Tenyo Maru.
21.-T. K. K.	Tenyo Maru.
25.-G. M.	Nanking.
July 1.-T. K. K.	Korea Maru.

SOUTH AFRICAN PORTS.

13.-C. M.	Nile.
16.-T. K. K.	Shinyo Maru.
30.-T. K. K.	Persia Maru.

DURBAN AND CAPE TOWN.

PORTLAND.

EUROPEAN PORTS.

July 22—A. L.	Couze:
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BRINDISI, VENICE, & TRIESTE.

13.	VALPARAISO.
15.	
17.	
19.	
21.	
23.	
25.	
27.	
29.	
31.	

LONDON.

(VIA JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALING CRUZ, BALBAO,
CALLAO, ARICA & IQUITZ).

LIVERPOOL.

NEW YORK.

COPENHAGEN.

June 11.—A. L.	Wilyan
23.—O. S. K.	Hague Maru.
	(Via Striz)

HAMBURG.

June 11.	C. P. O
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